

513

534

539

545

546

547

548

250

590

179

456

594

593

RE CONDITIONED NORTHCOTE CAR (1921)

NEW CARS BUILT BY (MIM TO) ABOUT 1922

ACCORDING TO MR TATHAM'S BOOK (DATE UNKNOWN)

Cars 24

Dummies 24



76	326	1	76
77	327		82
78	328		79
79	329	3	
80	330		
81	331		
82	332	2	
83	333		
84	334		
85	335		
86	336		
148			
248			
249			
387			
388			
506			
507			
525			
526			
69			

525 } TRANSFERRED FROM BRUNSWICK  
526 }

c 19  
d 19

MAY 1971  
INFORMATION SUPPLIED BY  
MR J E WILKIE  
DUMMIES ON TOORAK LINE  
1920 - 1922

NOS	1	287
	2	288
	3	422
	5	448
	9	477
	37	481
	69	539
	117	540
	248	
	249	
	250	(441)
	251	
	252	

T
2
3

ACCORDING TO BOOK IN POSSESSION OF MR TATHAM OF M I M I T B  
There were 19 cars & 19 DUMMIES IN THIS SHED (DATE OF BOOK UNKNOWN)

Line opened between Chapel St & Irving Road 15.2.1889.  
Irving Rd to Princes Bage 25.5.1889.  
Q'berry St 23.2.1890

length of round trip 9.50 m.

diverted into Lonshale St to shunt near Elzy St. 9.2.24

The rope was thrown when car turned from Swanston St into Lonshale St on 9.3.24 changed to a pull cable

Oct 1924 Rope speed sub end 11.40 mph

Cars did not commence running on week-days until 7.10.24  
Toorak Shed closed 3.1.26 cars transferred to Parkham

Swanston St closed 26.12.25  
shunted south of Princes Bage until 12.1.26

Parkham & Toorak cars shunted on Domain & Elk. Rds until 28.8.26

1<sup>st</sup> JAN 1926 Toorak cars transferred to Balaklava shed  
On 29.8.26 Toorak cars returned to Sil Yarra shed.

Line closed 1.10.26

Length of rope STK. Rd to Engine H 17640  
Toorak term. " 15270

Ball punch drawn 11/2/24



QST & STK 1 2 3 4 5 6 7 8 9 10 11 12

36 396 386  
 37 397 2, 37  
 38 398 376  
 49 399  
 93  
 112 352  
 114 354  
 119  
 120  
 203  
 233  
 376 3  
 382  
 383  
 384  
 386 1

8 cars at N C.  
 8 STIKE  
 12 dummies

MR TATHAM'S BOOK (DATE UNKNOWN) STATES THAT  
 8 DUMMIES AT N. CARLTON  
 12 DUMMIES AT STKILDA  
 8 OF THESE CARS WERE HOUSED AT  
 NORTH CARLTON AND EIGHT AT STKILDA Esp.

Q. ST & STK  
 1  
 2  
 3

The Queensberry St & STK  
 Explanade was a supplementary  
 service, traffic was heavy  
 at week ends & Public holidays  
 in the Summer

The line from ~~St Andrew St~~ <sup>Lonsdale</sup>  
 along Swanston St & Queensberry  
 St was opened Oct 15 1888  
 with horse cars, cable cars  
 took over 20 Jan 1889. <sup>shunting</sup>  
 at Dundas St

The service was taken over  
 by trolley cars 23. 2. 1890

GREEN  
 WHITE

Queensberry St & Lonsdale St  
 closed 2pm 9. 2. 1924



GREEN

N.C.	1	2	3	4	5	6	7	8	9	10	11	12
50	300	17,27,										286
101	341	6, 10, 25,										380
102	342	18,										105
103	343	22, 23, 28, 31,										258
104	344	5,										104
105	345	3,										101
106	346											115
107	347	16,										563
108	348	13,										380
109	349											101
110	350											380
111	351	24,										113
112												108
113	352	12,										434
114												380
115	355	7										107
257	317											50
258	318	4,										102
259	319	29,										563
279												380
286		1										434
377		32,										103
378		30,										103
379												111
380		2, 9, 11, 15, 20,										101
434		14, 21										435
435		26,										50
563		8, 19,										103
564												259
												378
												103
												377

AT .....? THERE WERE 23 GREEN CARS & 22 DUMMIES  
 APPEARS TO BE ALL ABOVE DOWN TO 380  
 434, 435 AT THAT TIME MAY HAVE BEEN SPARES

N.C.
17
18
19
20
22
24
25
27
29
30
31
32

Round Trip  
 Rathdowne St Rope  
 2.579 m  
 13617 ft

Rathdowne St rope  
 speed increased 10 to 12 mph on 10/12/1890

Line opened 9 Feb 1889

length of round trip 5.43.  
 City term. St Pauls with  
 until 22.2.90 ran  
 through to Brighton Rd  
 St Kilda 23.2.90

Diverted to Esplanade  
 18 Dec 1897

Swanston St closed 26.12.1925  
 shunted at Russell St for  
 one day 28.12.25 then  
 near Ely St in Lonsdale St  
 until 1.8.1936

The rope in Rathdowne St  
 was powered by elec motor  
 18 Oct 1919.

amalgamated with Brighton Road  
 19.7.25 transferred to a'ford.  
 Line closed 1 Aug. 1936

24 July 1926. North Carlton depot  
 transferred to Carlton  
 June 1936  
 FIRST & LAST Cars ran from  
 and into Collyerwood  
 FIRST W DAYS 4.56 East from City 12.21  
 Sun 12.51 Sat 12.50  
 Sun 11.21  
 ALL N.C. Cars housed at Albatsford  
 29 Dec 1935



WM	BROWN						WHITE LIGHT						
	1	2	3	4	5	6	7	8	9	10	11	12	
176	12.	13.	(Brown no signs)						132				
247	9.						132						
356	6, 11, 14.						357						
357	3, 10.						510						
							132						
							247.						
							357						
132	1, 2, 5, 8.		(BROWN NO SIGNS)						356				
510	4, 7.						176						
							356						
							510						
							132						
							176						
							356						

Brown; with white light at night  
 Amber light at night

5 CARS ON WEST MELB.  
 5 DUMMIES (333-337)

Tramways Act of 1883-1884

The early plan for horse operation was for a route which followed ~~the~~ from Errol St via King, Lonsdale, Melburn, Collins & Elby Sts to Shindera that is to operate horse cars over cable tracks on Collins & Elizabeth Sts.

Duncan's proposal d. 3/8/1886 to operate the four routes by cable North West Port & St. Hel.

West Melb. Opened 18. 4. 90

originally intended for horse operation via Melburn, Lonsdale & King Sts.

The next plan was for amalgamation with Richmond line in Spencer St. but plan was probably dropped when it was realised the grip openings were on the opposite sides

Line constructed via Spencer St and Lonsdale St to join with Elizabeth St routes

length of round trip 4.10 m.  
 WEST MELB ROPE 17422 (TRUST'S REPORT 1892)

apparently ran to Flemington Rd terminus when opened 18 Oct 1890 but from 16 Oct 1893 ran between N in engine house and City only.

Line closed 20 July 1935

When Nth Melb shed was closed 19. 7. 25 cars were moved to Howard St Nth Melb

Photographs taken during the early years of the century, show that 12ft cars were in use on this line, Mr Macmillan states that the 4 small cars were used for constructing 2 Brunswick bogies, Nos. 180 & 182. came into service about Sep. Oct 1918.

W.M.
14



GREEN

NM 1 2 3 4 5 6 7 8 9 10 11 12

- 1 361
- 2 362 1
- 3 363
- 4 364
- 5 365
- 6 366 2.
- 7 367
- 8 368
- 9 369
- 10 370
- 11 371
- 12 372
- 13, 373
- 14 374
- 15 375
- 16 37
- 17 178
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25 386
- 146
- 147
- 508
- 509
- 532
- 533
- 549
- 550
- 560
- 565
- 566
- 567

CARS 22 — PROBABLY ALL THOSE LISTED  
 DUMMIES 20 — DOWN TO 533  
 (338-357)

3 CARS BUILT BY THE BOARD APPEARED IN PLAIN GREEN COLOURINGS  
 Corresponding dummies 542-544

Originally intended for  
 horse operation

NORTH Melb rope (Aust Rept 1892)  
 CITY END 10889 ft to VICTORIA  
 Flemington 12919 ft

Line was opened with cable (25 sets)  
 operation mudday 3 Mar 1890  
 round trip 5.83

The N. M. rope replaced the  
 Brunswick City Rope and  
 powered cars to Slinders St.  
 this was discontinued 12.6.04  
 but reinstated 13.8.05

The shed at terminus in Flemington  
 was closed 19.7.25 cars  
 were transferred to a new depot  
 in Howard St. the line was  
 cut back to junction of Abbotford St  
 with Flemington Road

N M  
 2

The North Melb. cars which had  
 been running to Brighton Road  
 St Kilda via Lonsdale & Swanston Sts  
 from 10.2.1924 were reverted  
 to Edgely & Slinders Sts shunts 19.7.25

Bell punch discontinued 12.6.22

Line closed 20 July 1935

Rope speed N M Sub 13 1/4 1924/5  
 City Rope 12 1/4

Conversion 1935. The North Melb rope continued to run  
 to Slinders St until 10 Aug 1935. the Brunswick P. house  
 then took over until Edgely St closure.



33		40
34		188
35	18,	191
36		38
37		42
38	4	190
39		189
40	1	495
41		469
42	5	190
43		476
44	21	476
45		482
46		477
47		189
48		473
49		481
50		35
182		468
180		472
183		44
184		186.
185		
186	22,	
187		
188	2.	
189	7, 15,	
190	6, 10,	
191	3.	
192		family horse cars 35 + 38 NOW AT BYLANDS 1975
193		
194		
<del>195</del>		
468	19	
469	9.	

WAS  
now at Wycheproof

This car shown at temporary shunt  
VICTORIA ST on photo belonging to  
DARBYSHIRE, wide centre panel

Brunswick opened as a  
cable line with standard sized  
cars 1. 10. 87

length of round trip 890 m  
City cable from Sarah Sands Hotel  
to Slinders St. was the longest  
in the system 32,000 feet  
was later cut back to Victoria St.

No 4 Rope  
14 400  
17 600

No 5 25 500

recd 9/7/90

rope was reinstated to Slinders St  
12. 6. 04 to 13. 8. 05  
AND FINALLY prior to conversion from 11/8/35 to 28. 9. 35 (midnight)  
Bill punch discontinued 12. 6. 22

Bogie cars installed

1	in Dec 1900	176
11	March to May 1901	468-478
10	Apr to May 1902	479-488
8	Nov 1902	489-495 + 1
7	Jan 1903	33 34-35-38-42
5	July Aug 1903	43-47-50 183-194
	4 small cars converted 1918	→ 182 & 180

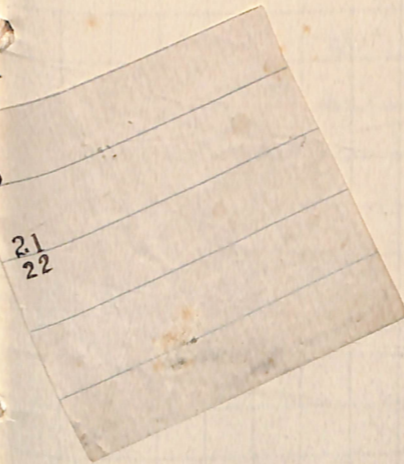
The line was closed in three  
sections Victoria St to Slinders St  
28. Sep 35

VICTORIA ST to Leonard St midnight Sat 16 Nov 1935  
Leonard St to Moreland Rd. 11 Jan 1936  
WITH CAR 187

Length of Rope. Slinders St to Brunswick Rd. 31620  
Engine H to Moreland Rd 16698

Bill punch disca 12/6/22

Rear number plates on dummies  
Back commenced 7/5/34





B. 1 2 3 4 5 6 7 8 9 10 11 12

470  
471  
472  
473  
474  
475  
476  
477  
478  
479  
480  
481  
482  
483  
484  
485  
486  
487  
488  
489  
490  
491  
492  
493  
494  
495  
521  
522  
523  
524  
527  
246  
601  
381

20  
16,  
  
11, 12,  
14,  
  
  
  
17.  
13,  
  
  
  
  
  
  
8.

ACCORDING TO MR TATHAM'S BOOK DATE UNKNOWN

64 cars. 60 dummies.

AT THAT TIME THERE WOULD PROBABLY BE -  
56 BOGIE CARS. LEAVING 8 STANDARD CARS  
COMPRISED OF 521/527 = 7 and either 177 or 181

1898 REPORT

ALMOST 50 CARS AT BRUNSWICK "more needed"

ASSUMED fleet comprised

NOS <sup>121</sup> <del>119</del> - 150	=	<sup>30</sup> <del>32</del>
246 - 250		5
276 - 277		2
356 - 360		5
391 - 395		5
254 255		2

This car shown in photo belonging to Darlyskui

DUMMIES AT BRUNSWICK

- NOS 127
- 530
- 283
- 142

(SPARE CAR)

Rope speed

Rate	8 mph	1st week
9		1. 10. 87
10		31. 8. 89
12		4. 6. 93
13		22. 9. 1900
12		27. 10. 1900

Sab

Sab	8 mph	1st week
9		1. 10. 87
10		31. 8. 89
11		22. 9. 1900
10		27. 10. 1900
11		13. 4. 1902

Run number plates on dummies 1 to 42 7/5/34

Short shunting at Lonsdale St 1921 to 2. 8. 1930



W. 1 2 3 4 5 6 7 8 9 10 11 12

- 87 457 (APPARENTLY transferred to Brighton Rd) <sup>STET</sup> about 1916 WAS RUNNING WINDSOR JUNE 1925
- 88 458 " STK. Esp. " MR TATHAM
- 89 459
- 90 460 467 10 YELLOW DUMMIES 420-429
- 91 461 12 CARS ~~87/95~~ 254 5
- 92 462 89/95/56 530/1
- 93 463
- 94 464
- 254 324 ? 326 ?
- 255 325 ? 321 ?
- 530
- 531
- 95 465
- 96 466

30/6/1918

RUNNING WINDSOR JUN 1925

- 459 ALSO 46
- 460 531
- 465
- 466
- 467

N<sup>d</sup> 22 20  
 W 5 5

CAR 462 NOW AT BYLANDS

CAR 467 NOW AT MT DANDENONG APPEARS TO HAVE BEEN RUNNING AS NO 90 WINDSOR  
 IT IS ASSUMED THAT CAR 460 CARRIED ROAD NO 70 BRIGHTON RD,  
 460 WAS RUNNING WINDSOR JUN 1925

CARS 254, 255 WILL NORTHERN GROUP ROAD NUMBERS LIKELY TRANSFERRED  
 FROM BRUNSWICK BUILDERS NUMBERS ? 320/321 324, 325

Line originally intended for home operation

Open by cable 27.10.1891  
length of road trip 3.89m

Formerly known as "Esplanade"  
name changed to "Windsor"  
18.12.1897

Line closed 29.8.25

Rope spun 10 mph 27.10.91  
 12 1.10.92

WINDSOR Rope 20940 ft Trust Report 1892





GREEN

StK. 1 2 3 4 5 6 7 8 9 10 11 12

51 301 9, 54  
 52 302 54  
 53 303 440  
 54 304 1, 2, 62  
 55 305 314  
 56 306 6, 56  
 57 307 8, 144  
 58 308 57.  
 59 309 51  
 60 310 12, 204  
 61 311 529  
 62 312 4, 60  
 128 528  
 138 313  
 141 441  
 142  
 144 7,  
 313 14,  
 314 5,  
 315 24 green Cars AT ACLAND ST down to 498 Ex 458  
 358 22 dunnies.  
 440 3,  
 441 15, 303 AT MT MACEDON  
 458  
 498  
 528 13  
 529 11,  
 561  
 562.

204 10, (BORROWED CAR)

St Kilda Esplanade line (cable)  
 opened with Henderson cars  
 27.10.1896.

The deviation into St Kilda  
 Road operated from 18 Dec 1897  
 length of round trip to  
 Glenelg St 9.05 m.

The line was through routes  
 to Mt Carlton 18/12/97 until  
 19.7.25 when it was  
 terminated in Lonsdale St

Closed 29.8.25

A photograph of StK. Esp taken early  
 in the new century, shows a STKB & N.C.M.  
 car No 63. This car must have  
 been renumbered 313 to avoid  
 having two cars carrying the No 63  
 in Swanston St.

The original 63. of the Fitzroy  
 fleet had been transferred to Brighton Rd  
 St Kilda



GREEN

StK. 1 2 3 4 5 6 7 8 9 10 11 12

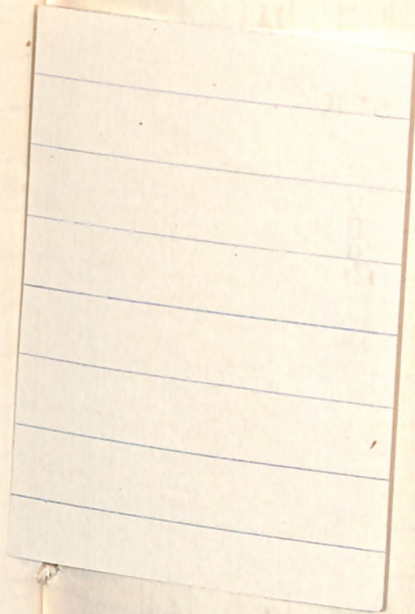
51	301 9,	54
52	302	54
53	303	440
54	304 1, 2,	62
55	305	314
56	306 6,	56
57	307 8,	144
58	308	57.
59	309	51
60	310 12,	204
61	311	529
62	312 4,	60
128		528
138		313
141		441
142		
144	7,	
313	14,	
314	5,	
315		
358		
440	3,	
441	15,	
458		
498		
528	13	
529	11,	
561		
562		

24 green Cars AT ACLAND ST down to 498 Ex 458

22 dummies.

303 AT MT MACEDON

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in Swanston St.

The original 63. of the Fitzroy  
fleet had been transferred to Brighton R.  
StKilda



R.	1	2	3	4	5	6	7	8	9	10	11	12
1	89,127,144,160,162,194,200,239,274,295,	9	7	7	115	18	13					
2	77,103,122,131,257,288,	111	499	112	43	6	18					
3	9,14,60,95,241,	389	43	111	15	15	6					
4	41,67,80,111,172,173,204,205,	112	18	44	111	1	41					
5	7,69,75,140,167,188,227,249,287,	17	18	5	19	19	256					
6	98,99,115,121,142,178,184,202,230,279,292,296,	20	4	113	4	12	14					
7	36,48,58,71,134,139,157,185,207,266,	5	18	2	116	8	111					
8	47,138,147,153,186,	11	114	10	112	11	433					
9	1,97,125,128,	3	41	14	40	16	6					
10	22,27,52,63,65,78,192,209,250,264,	12	323	4	6	111	7					
11	8,53,120,136,148,166,187,231,252,	15	18	111	13	511	8					
12	10,101,146,190,258	116	8	139	43	20	11					
13	26,105,116,155,156,174,176,196,	42	7	139	19	8	5					
14	79,96,123,181,246	3	20	17	111	40	41					
15	11,23,55,57,108,143,	114	43	16	11	13	12					
16	25,85,149,163,171,214,229,236,275,	113	113	20	6	13	20					
17	5,84,129,210,247,286,	18	10	111	2	7	10					
18	17,20,39,40,42,46,68,70,141,177,216,220,	497	11	111	14	40	118					
19	94,110,118,133,145,164,273,289	20	116	1	42	502	1					
20	6,19,32,49,59,86,104,152,161,191,221,283,	18	15	115	9	1	44					
40	24,93,114,154,158,198,206,235,285,	10	116	111	115	20	13					
42	13,124,199,208,212,262,298,299,	41	15	124	1	1	44					
43	38,50,66,107,117,168,234,263,	15	7	19	9	16	40					
44	74,195,197,217,282,	40	20	40	17	19	42					
41	21,34,44,179,189,203,255,	16	3	3	113	112	1					
111	2,64,73,81,87,88,91,109,119,150,182,201,	13	117	14	2	11	111					
112	4,72,113,165,	10	113	9	116	5	6					
113	16,51,62,76,130,169,175,225,226,228,254,256,	117	10	6	19	43	41					
114	15,43,211,213,222,278,294,	116	111	6	7	113	4					
115	31,33,35,90,106,126,215,219,223,297,	116	10	116	499	117	4					
116	12,29,30,54,56,100,112,132,240,253,261,293	115	43	12	11	16	40					
117	28,61,102,170,260,272,	20	4	117	118	4	7					
118	137,193,281,	115	18	2	8	4	42					
		41	5	20	7	13	10					
		115	18	13	5	113	17					

389 3,238  
 497 18  
 499 37,135

} SPARE CARS

Book in possession of MR TATHAM

33 Cars down to 118

30 dummies

City section 1" withdrawn 6.3.21 then 1 1/2" City Tick

Bell punch deleted 22/11/21

Rope speeds

City	8 mph	11/11/85
	9	9/5/87
	9 1/2	30.6.90
	10	14.10.93
	10 1/2	14.7.94
	12	26/2.1910

City rope  
 12 1/2 to 13 1/2 mph  
 Boards report  
 1924/5

Subm

8	11.11.85
9	9.5.87
9 1/2	30.6.90
11 1/2	2.7.93
12	14.10.93
12 1/2	14.7.94
13	26.2.10

Banthon horse line closed 31.1.16

City shunt converted to fly shunt 18.4.20

R.	4	5	6	8	9	11	12	13	15	17	19	20	23	25	27	31	32	
	35	36	39	42	43	46	48	49	52	53	54	57	59	60	61	63	69	71
	73	74	75	76	78	80	81	83	85	86	89	91	92	94	98	100	102	104
	107	109	110	112	114	115	117	119	120	121	123	124	127	128	129	133	137	139
	141	143	145	147	149	151	157	159	161	162	164	165	166	167	168	169	171	173
	175																	

Dummies.

4	18	478	22
6	19	479	28
7	20	480	
8	21	516	
11	22	526	
12	23		
13	23		
14	24		
16	26		
16	26		
17	27		
	28		



Z 1 2 3 4 5 6 7 8 9 10 11 12

opened <sup>10<sup>th</sup></sup> MAR 1890

42 452  
 43 463  
 252  
 253

House operated round trip 1-25 m  
 from Cor. Royal Pde and  
 Gatehouse St through Royal Park  
 to Zoological Garden gates until  
 5 Nov 1923 when shed and cars  
 were destroyed by fire

TOAST RACK TYPE CARS  
 BUILDERS NUMBERS UNKNOWN

N.	REP			
125	3	405	580	582
129		390	577	581
137	4	125	527	579
145		137	583	587
390	2, 21, 26, 56, 72, 81	538	583	576
405	1, 8, 13,	2	586	586
510		577	581	584
538	5	405	578	575
575	16, 19, 22, 28, 40, 66,	3	582	579
576	18, 25, 45, 63,	527	583	579
527	10, 12, 32, 42, 57, 78, 80,	580	575	577
577	7, 24, 31, 50, 54, 69, 75,	527	582	587
578	37, 43, 49, 76	405	527	587
579	15, 44, 53, 55, 61, 67, 68	580	578	390
580	11, 14, 20, 27, 29, 30, 46, 48,	579	579	582
581	36, 47, 60,	575	576	433
582	17, 38, 41, 59, 73,	582	580	577
583	23, 33, 34, 39,	576	581	578
584	51, 52, 65, 79,	575	580	433
585	58,	580	578	527
586	35, 64,	390	577	584
587	62, 70, 71, 82,	575	584	527
433	74, 77,	583	584	390
		577	579	587
1.		576	577	
2.	6	390	579	
3.	9	580	390	
4.		575	527	
6.		580	585	

Northcott line opened 18 Feb 1890  
 as a separate company by 1892  
 losses amounted to £6176.

The line closed 7 July 1893.  
 Reopened 7. 4. 1894 by P.P. Kelly lease  
 closed 27. 11. 1897.

Reopened March 1901 lease by Lyman & Goldsworthy  
 then S. I. Dorum  
 " Meakin & Thomas  
 Northcott City Cnd 1. 7. 16 to 1/2/1920

S. 01.
3
4

7 tickets for 6<sup>d</sup> withdrawn 6. 3. 21

Amalgamated with C. Hill line  
 8 March 1925

Rope speed 13 mph 1/12/24  
 13 1/2 " 1924/5

closed 26. 10. 1940

Dummies built by Wright & Edwards

M.M.T.B took over 12 dummies NOS 1/12  
 Feb 1920 13 cars. 1 2 3 4 5  
 7 9 10 12  
 13 14 15 16

M.M.T.B replaced dummies with  
 552/565  
 543







## FAREWELL TO AN OLD FRIEND

(THE CABLE TRAM)

Farewell Old Friend! To-day I say adieu  
The parting of the roads has come for you.  
And never more we two shall take this way  
As we have done for years till yesterday.

The years have sped since first I came this way  
Then you were in your prime and looked so gay.  
You showed me round the city, road and street,  
A chivalrous guide you were—a joy to meet.

And often on a summer night we strolled  
Down to the beach where wavelets tossed and rolled.  
Then back again beneath the stars we came  
Along those roads emblazoned now with fame.

Now you will spend your days in some bright place  
Perhaps a rambling rose will you embrace,  
And petals falling softly on your pate  
Will help to cheer you up to bear your fate.

And now we part—for all the world has chang'd  
And destiny our paths has re-arranged.  
But friend be sure of this—your duty's done  
Hence now we offer you the praise you've won.

—GEMMELL McLEAN.

74 Thomson St. Dennis.

[It looks probable that our talented contributor's verses may possibly be premature—Ed.]



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